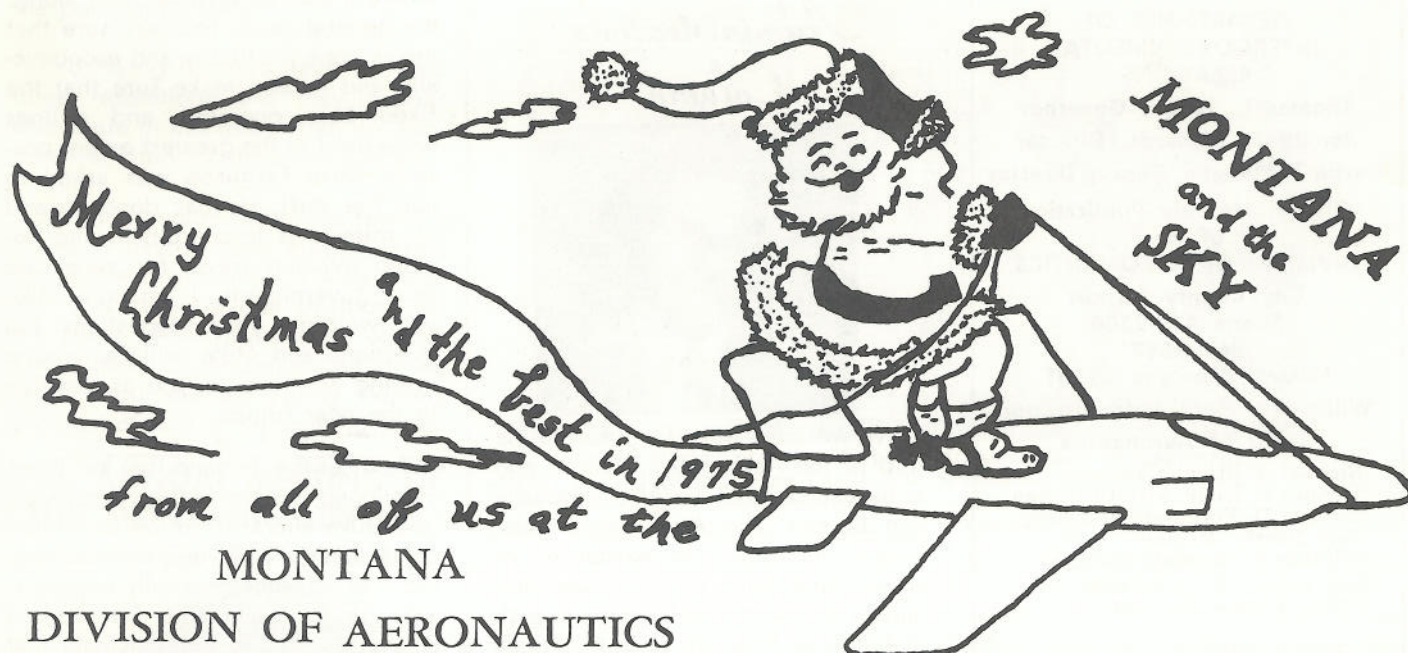




Vol. 25 — No. 11

November, 1974

AWARD FOR VALOR

Secretary of Transportation Claude Brinegar presented an Award for Valor recently to Theron Regorrah, former Flight Service Station Chief at Butte, Montana for his work at a plane crash near Butte April 28. The award was given for courage, quick action and sense of responsibility.

Regorrah was in the helicopter which found the wreckage of a private plane that crashed south of Butte killing two and seriously injuring two more Regina, Saskatchewan people. The rescuers spent the night with the crash victims.

Mr. Regorrah was promoted and transferred to Grand Forks, North Dakota shortly after the accident.

DEATH OF MRS. FRANK WILEY

It is with regret that we announce the death of Mrs. Frank Wiley after a long illness. Mrs. Wiley was the wife of Frank W. Wiley, Director of the Montana Aeronautics Commission from 1947 to 1961.

Our sincere sympathy is extended to Frank and his family, which includes two daughters and four grandchildren.



NEW AIR TRANSPORTATION BUREAU CHIEF

Mike Ferguson, formerly president and operator of Big Sky Maintenance facilities in Billings, has joined the Division of Aeronautics as Chief of the Air Transportation Bureau. Mike succeeds Dick Baldwin who previously acted as Bureau Chief and Chief Pilot.

Mike was born in Malta, Montana and is a lifetime resident of the state. He graduated from Columbus High School in 1951.

He served in the U. S. Air Force four years and in the USAF Reserves for 16 years. During these periods of active duty he served tours in England and North Africa, as well as several military schools.

He graduated from Northrup Institute of Technology, Inglewood,

California in 1960. Mike owned and operated Big Sky Maintenance at Logan Field, Billings, Montana from 1961 until November 15, 1974. He supervised and conducted major maintenance on most all types of general aviation aircraft, also maintained and scheduled aircraft for two third level air carriers and air mail contract planes. This maintenance required "around the clock" fly out capability within the route structures. He has also provided limited "call-out" maintenance for Frontier Airlines for several years.

Mike has served two appointments on the Board of Aeronautics and has recently resigned to take the job of Transportation Chief. He holds an Airframe and Powerplant Mechanics License, Inspection Authorization Certificate and a Commercial Pilot Rating.

Jim Bernet, recently appointed Chief Pilot, continues in that position.

FLYING FARMERS ADOPT RESOLUTIONS

The Flying Farmers of Montana at their annual convention adopted three resolutions. Sereta Taylor, Secretary of the Montana Flying Farmers and Ranchers Association, said that these resolutions are as follows:

(Continued on Page 8)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the
DIVISION OF AERONAUTICS**

City/County Airport
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Box 1698

Helena, Montana 59601

William E. Hunt, Administrator
Board of Aeronautics

Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
Michael D. Ferguson, Secretary
Tom Burris, Member
William A. Merrick, Member
Leo Collar, Member
Bruce Vanica, Member

**Montana Press
Assn. '74**

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Edited by: **Bernice M. Peacock**



**STATEMENT OF OWNERSHIP
MANAGEMENT AND CIRCULATION**
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TOWER

OPERATIONS

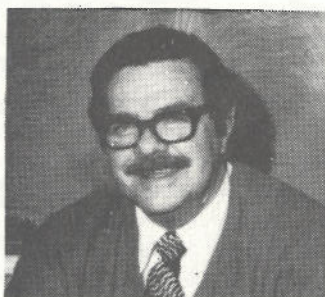
SEPTEMBER 1974

	Total Operations	Instrument Operations
Billings	9,798	2,290
Great Falls	8,039	1,572
Missoula	6,508	712
Helena	5,889	581

OCTOBER 1974

	Total Operations	Instrument Operations
Billings	9,529	2,254
Great Falls	8,682	1,442
Missoula	8,057	810
Helena	5,265	509

*Administrator's
Column*



We welcome Mike Ferguson to the staff of the Aeronautics Division and as Bureau Chief of the Air Transportation Bureau. The Air Transportation Bureau has been in existence for about three years but has been limited in its operations because of lack of funds. At first when the Air Transportation Bureau was established, no particular effort was made to meet any future increasing demand of service to the state on a reimbursable basis, because it was assumed that the Queen Air and the other aircraft owned by the state could take care of most of the state's business, supplemented by charters from fixed base operators around the state. However, many things changed the picture, the two most important being the fuel allocation and the 55 mile-an-hour speed limit. Agencies that have not flown before are now looking for other ways to meet their obligations around the state and not have to spend two or three days traveling to the various counties and towns of Montana.

As the demand grew, increased pressure was put on the Air Transportation Bureau to help out: The Division recommends to agencies that they use the airlines and fixed base operator charters whenever possible, but the Bureau still furnishes the best and quickest service to the state by air at the present time. With the advent of Senator Bill Lowe's bill last year to support the system with general fund money, the costs that had previously been borne by the agencies and the Division of Aeronautics will now be transferred to

where it should have been all along, the general fund. To make sure that this is done profitably and economically and to also make sure that the fixed base operators and airlines were used to the greatest extent possible, Mike Ferguson was asked to join the staff. He has done so and his mission is to coordinate and develop aviation travel for state and local governments. I am sure Mike will welcome your suggestions and questions and Mike will be around visiting as many of you as possible in the near future.

* * * * *

To meet the demand that has been mentioned we are renting a pressurized Duke aircraft from an individual on an hourly basis and in turn renting it to agencies on a fully reimbursable basis. This has so far worked out very well and we anticipate that as the demand grows, the need for aircraft will grow. It is the opinion of the Department of Intergovernmental Relations and the Division of Aeronautics that the state should lease or rent aircraft whenever possible.

* * * * *

I noticed in the paper the other day that the Airport Management Association will request the legislature to create a position on the Board of Aeronautics for a representative from airport management. This is an excellent idea and has been needed for a long time. We will certainly support and help toward getting legislation of this nature.

* * * * *

If the FAA is correct and there are no bugs in the new system that will adversely affect safety, and if service is not affected, then it is difficult to refute the logic of their argument concerning the closure of the Great Falls Center. They have said that the only difference the pilot will notice is that he will no longer be talking to the Great Falls Center but to Salt Lake or Minneapolis. I suppose this is not a great difference on the computer, or to those who do not live in this area, but I think it will make a great deal of difference how pilots feel, but that is not really

the point apparently.

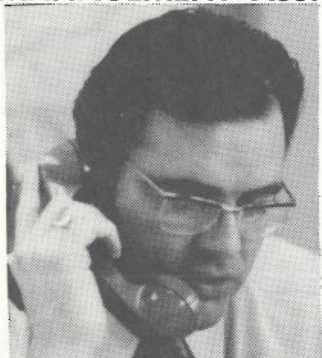
* * * * *

The Flying Farmers have adopted three resolutions and they appear elsewhere in this newsletter. We support the intent of these resolutions.

* * * * *

Virgil Compton, who we recently noted as having been elected Director of the International Flying Farmers, was recently one of those on the cover of the publication of that international organization. Again we wish Virgil and the Flying Farmers the best of luck in the coming years.

15th ANNUAL MEETING OF THE MONTANA AIRPORT MANAGEMENT ASSN.



By: DAVID C. KNEEDLER
Chief Airport Airways Bureau

The 15th Annual Meeting of the Montana Airport Management Association took place in Helena recently on November 14 and 15 at Jorgenson's Holiday Inn and Motel. Highlight of the meeting was a work session with Governor Tom Judge which afforded Montana's airport managers the opportunity to sit down with the Governor and discuss mutual ideas and problems. This occupied a full hour of the Governor's busy schedule and the time spent with him was sincerely appreciated by all in attendance.

The two day meeting, organized by Hugh Kelleher, Helena's airport manager, was a busy and interesting one beginning with a panel on airport pavement design and maintenance. Panel members Ed Nurse of Foundations and Materials Consultant; Dave Carlson, Morrison and Maierle, Inc.; and Russ Josephson,



Recently elected officers of the Montana Airport Management Assn. Left to right: Hugh Kelleher, Stan Cavill, Bob Scarborough, Frank Wolcott, O. D. Gifford, Ken Rolle, Bill Utter, Dave Kneedler.

FAA Airport Engineer, presented much useful information. Following that panel Mr. Robie Strickland, Chief of the Airports District Office of the FAA in Helena, gave a status report on Airport Development Aid funding and other related information.

Your Montana Division of Aeronautics was active on the program in the persons of Vern Moody, Jerry Burrows and Dave Kneedler, outlining some of the services available through the Division, in addition to a comprehensive outline of airport land use legislation proposed for the 1975 legislative session. Thursday's scheduled activities concluded with a cocktail hour and banquet enjoyed by the attendees and wives.

The first session on Friday was an MAMA business meeting during which proposed legislation was discussed and officers elected for the coming year. This session was presided over by outgoing President O. D. Gifford of Chester. Legislative proposals discussed included a renewal of efforts to make air carrier airports eligible under certain conditions for a "special" liquor license for use on airport premises only.

Officers elected for the coming year were Frank Wolcott, Bozeman, President; Ken Rolle, Missoula, Vice President; Bob Scarborough, Billings, Secretary-Treasurer; Board Members: Stan Cavill, Hamilton; Bill Utter, Great Falls; Dave Kneedler, Montana Division of Aeronautics; and O. D. Gifford, Chester. Hugh Kelleher was re-

tained as Executive Secretary. The remainder of Friday's morning session was occupied by Allen Butterworth, Certification Specialist in the FAA's Denver Regional office, together with Lloyd Hanson, of Johnson Flying Service, Missoula, updating FAA Part 139 (Airport Certification) for the group.

Helena's Mayor, Don Harriott, was the featured speaker during Friday's luncheon in his dual role as mayor and as District Representative for the Asphalt Institute. The final item on the meeting agenda was an FAR Part 107 (Airport Security) update by FAA Security Specialist Wally Allen, stationed in Billings.

The meeting was termed a success and concluded with a reaffirmation of the Montana Airport Management Association's determination to continue an active and effective role in Montana aviation.

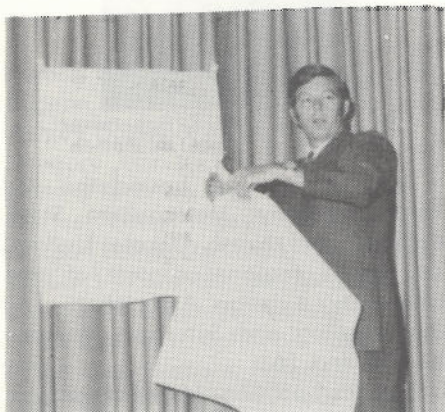
GREAT FALLS AIR TRAFFIC CONTROL CENTER

There is no apparent change in the position of the FAA on the closure of the Air Traffic Control Center in Great Falls. The FAA has recently written to our congressional delegation stating that "with the modern remoting techniques available, there is no requirement to locate centers on the basis of geographical consideration."

In a letter to Senator Lee Metcalf, William M. Flener, Associate Admin-
(Continued on Page 6)

MONTANA AIRPORT MANAGEMENT ASSOCIATION





MONTANA AIRPORT MANAGEMENT ASSOCIATION

AIRPORT OPERATIONS



By: VERNON L. MOODY

The Airport Operations Bureau is in the process of making up a complete financial report for West Yellowstone, indicating income and expenditures and the need for major improvements and maintenance. All indications are that the 1974 season as an overall picture was on the increase.

It is anticipated that the Crash Fire Rescue Building will be completed yet this year, therefore being available for use during the 1975 season.

New precision runway markings were completed prior to the closing of the airport on October 1. The Federal Aviation Administration anticipates commissioning of the ILS mid-summer 1975.

Further information on the Yellowstone Airport will be included in an article in next month's issue.

The 1975 airport directory is being prepared for the printer with the hope that it will be ready for delivery by the 1st of the year.

The past couple of months there have been visits to many airports throughout the state with the expectation of visiting the remainder within the next few months.

(Continued from Page 3)

istrator for Air Traffic and Airway Facilities, said:

"With respect to the loss of radar coverage, I believe there is some misunderstanding as to what is really involved. In 1961, the FAA joined with the U. S. Air Force in using the Air Defense Command radar systems located along the Canadian Border for purposes of providing air traffic control services to civil aircraft. This gave us 'instant radar' coverage

which more than met the needs of the air traffic control system in some airspace but did not cover other portions of the airspace. The Air Defense Command placed radars near the border of the United States and Canada to provide for detection of enemy aircraft that would be approaching the United States from the north. They provide excellent radar coverage near the border and into Canadian airspace. These were not optimum sitings from an air traffic control standpoint as the volume of traffic near the border where the coverage was good was less than the air traffic activity further south where the radar coverage was poor.

"The use of the military radar systems was intended to be an interim operation until the FAA could establish permanent radar sites for civil use in the States of Montana and North Dakota. In so doing, the permanent sites were located farther south to provide coverage for the greatest traffic volume. While it might appear that there is a loss of radar coverage in lower altitudes, actually we are gaining improved radar coverage in the airspace of high density aircraft operations and, at the same time, we are losing it in areas where the traffic is very light."

Flener made four points in summarizing the reasons for closing the Great Falls Center. He said in his letter to Senator Metcalf that Great Falls has the lowest traffic activity of any current center in the United States. This activity can be handled by Minneapolis and Salt Lake City, thereby saving the taxpayer \$20 million if new equipment were to be placed in the Great Falls area. His second point was that the Great Falls Center using its present equipment cannot exchange data automatically with other automated centers. His third point was that there was no loss of service and he said that seven other centers had gone through this consolidation without any adverse impact on service. His last point was that there were no other changes in the facilities and that the only thing that would really happen was that the long-range radar communication

sites would be remoted to Minneapolis and Salt Lake rather than to Great Falls and that pilots would not notice any difference when flying through the area now controlled by Great Falls.

AVIATION EDUCATION NOTES



By: SAM GRIGGS, Supervisor
Aviation & Space Education

MSU at Bozeman hosted the Air Force Academy, Metropolitan State College, and North Dakota University for a regional contest of the University Aviation Association, Friday evening and Saturday, November 15 and 16.

The competition included power off spot landings, power on soft field landings, message drops on a single target from 200 feet, computer accuracy, recognition of general aviation, single and twin engine aircraft and overall safety of operation during the contest.

Friday night opened the activities with regulations and pilot briefing and a general question and answer session.

The contest was held all day Saturday, initiated at daybreak with a ham and pancake breakfast at the airport. It terminated at the 4B's in Bozeman with a bangup banquet for all participants, ably chaired by Jim Monger.

The overall team award went to the Air Force Academy.

The Montana State University Flying Bobcats Club is under the diligent direction of Harley Leach.

The judges were from the local GADO office in Helena, Les Severance and Jake Demmerly; and Aero-nautics represented by Jack Wilson and Sam Griggs, both from Safety and Education.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Ralph Adron Medley, Helena
William Ralph Palmer, Whitehall
Roger Aaron Snider, Harlem
Carol Ann Mickelson, Deer Lodge
Melvin A. Hanson, Billings

PRIVATE

Francis William Robinson, Highwood
Eugene William Frederick, Emigrant
Ashley Duane Branning, Belgrade
Gregory John Nick, Kalispell
Donald Terrence Morken, Somers
Norman Ernest Tebay, Whitehall
Gordon Luther Darlington, Three Forks
Wilbur Vincent Risk, Jr., Missoula
John Dennis Blahnik, Hamilton
Nina May Horn, Columbia Falls
Geory Lee Oldham, Helena
Keith Duane Swart, Missoula
Bill Alan Brosz, Great Falls
Gail Rae Mattson, Pablo
Eric Lin Torgerson, Ethridge
Perry S. Roberts, Billings
Ralph C. Nelles, Billings (MEL)
Patricia E. Roberts, Billings
Gene A. Hardy, Billings
James R. Stoltz, Hardin
Edward Scheweykowsky, Billings
John M. Williams, Billings
Dan L. Carter, Livingston
William A. Huppert, Livingston
Richard A. McGuire, Miles City
Larry G. Nelson, Joplin
Michael F. Ritter, Joliet
Janis M. Thomason, Glasgow
Kenneth O. Wick, Sidney
Gary Klint Gustafson, Great Falls
William P. Corbin, Miles City
Dean M. Randash, Livingston
Victor P. Stabio, Billings
John S. Lindsey, Jr., Billings
Steve A. Eschler, Billings
James W. Weaver, Billings
Gary E. Jimmerson, Lewistown
Don M. Butler, Billings
Robert L. Lester, Bozeman
Steven M. Mussetter, Livingston

Brad L. Snodgrass, Big Timber
Marco M. Unruh, Glendive
Henry M. Rae, Billings
Ivan J. Peterson, Sidney
Allen Joseph Tauscher, Beaverton,
Oregon

Michal John Lane, Three Forks
Roger Allen Thompson, Ulm
Ralph Adron Medley, Helena
Daniel Kenneth White, Hamilton
Oran Ralph Lien, Missoula
Raleigh Edward Meade, Great Falls
Harvey H. Lowthian, Jr., Great Falls
Danny David Halstead, Missoula
Donald Elwood Jones, Belgrade
Donald Ray Campana, Butte
Robert M. Morris, Whitefish
Rodney Joel Herrick, Hamilton
Scott Howard Miller, Havre
John Douglas Hahn, Townsend
Laurence Thomas McGrath, Butte
Timothy John Mulligan, Whitefish
James Lane Allen, Jr., Butte
Charles Lawrence Campbell,
Great Falls

Albert Gene Bell, Great Falls
Duane Milton Ehlert, Great Falls
Gary Francis Meyer, Kalispell
Anthony Martin, Missoula
Wesley Kermit King, Kalispell
George Edward Allen, Helena
Victor Franklin Garrett, Laramie
Wyoming

Mark Thomas Rule, Butte
Robert R. Nault, Havre
Michael Odom Schwartz, Florence

COMMERCIAL

Walter E. Malone, Miles City
Robert H. Anderson, Huntley
Lowell C. Hallock, Opheim
Larry W. Ferguson, Billings
Charles F. Keeland, Sheperd
Brian A. Van Humbeck, Rimbey,
Alberta, Canada
Douglas C. Huckle, Billings (IRA)
Michael Clifford Kinhold, Havre
Stephen David Graham, Helena
Dean Rudolph Mechels, Great Falls
Kenneth Gerald Reick, Bozeman
Robert Leonard Bysouth, Calgary,
Alberta, Canada
Wayne Aaron Dykstra, Missoula
James Earl Clark, Lolo
Ernest Meslow Bargmeyer, Missoula
(CASMEL)
Robert Gerold Delk, Kalispell (CASES)
Donnell Delayne Mills, Power
(CRH, ASEL)

Randall Douglas Mosley, Missoula
(CRH, IRH, ASEL)
Stephen Congdon Bert, Great Falls
Teruo Wray Tsuji, Taber, Alberta,
Canada
Harold James Cross, Kalispell
John Hawley Jardine, Whitehall
Dale Edward Powers, Missoula
Wayne Aaron Dykstra, Missoula
(MEL)
William Thomas Winninghoff,
Philipsburg
Delbert Orlen Hunt, Butte
Ralph Rodney Garver, Jr.,
Hagerstown, Maryland
Kevin L. Salisbury, Malta
Darrell Clinton Douglass, Great Falls
Paul Lawrence Davis, Havre
Glenn Willard Bruckner, Malta
John Kenneth Ming, Kalispell
John Thomas McPartland, Bozeman
Delbert Roy Wood, Gildford
Terrence Sylvan Lee, Miami, Florida
John Fredric Petersen, Cut Bank
Steven James Anderson,
Great Falls (CRH)
Raymond Robert Sorenson
Columbia Falls (CB)
Sandra Katherine Parod, Bigfork
(CB)
William R. Ferguson, Livingston
Jerome O. Fachner, Wolf Point (MEL)

INSTRUMENT RATING

Dennis P. Elgen, Culbertson
Charles O. Moore, Colstrip
Irving W. Muir, Billings
John W. Snyder, Williston,
North Dakota
Leo G. Schwehr, Billings
Donnell Lelayne Mills, Power (CRH)
Harold Lee Sturdevant, Missoula
Larry Dee Smith, Whitefish (CASES)
Kim Alen Leudeman, Missoula
(CASMEL)
James Francis Johnson, Missoula
(CASMEL)
Jay W. Santos, Yerington, Nevada
(CASEL)

AIRLINE TRANSPORT PILOT

Andrew Joseph Johnston, Bigfork

FLIGHT INSTRUCTOR

Murland Wesley Searight, Whitefish
Carl Julius Hartwig, Dillon (MEL)
Michael P. Boles, Hardin
Raymond Charles Force, Missoula
(Continued on Page 7)

Robert R. Craig, Bozeman (ME; IR)
 Edward Cowen, Yonkers, New York
 (Reinstate)
 Mitchel J. Etchart, Glasgow
 (Reinstate)
 Mark S. Etchart, Glasgow (Reinstate)
 Robert David Smith, Great Falls (FIA)
 Thomas Edward Kane, Great Falls (FII)
 Gary Glan Hancock, Missoula (FII)
 Douglas J. Hanson, Polson (IRA)
 Bradley Dowd Pattison, Missoula
 (AME)
 Allen Ray Eisenbart, Bozeman
 (FII, ASMEL)
 Bill Scott Chapman, Gardiner
 Theodore George Kopp, Great Falls
GROUND INSTRUCTOR
 Richard J. Cook, Sheridan, Wyoming
AIRFRAME MECHANIC
 Aaron Paul Reimer, Kalispell

LETTER TO AIRMEN

Effective November 15, 1974, the Missoula Flight Service Station discontinued the administration of Airman Written Examinations. They have advised that under present manpower staffing they do not meet the standards required of a Test Center.

The General Aviation District Office will visit Missoula and Kalispell one day each month to administer examinations at these points.

The Missoula Flight Service Station can advise airmen of the scheduled dates and if desired, schedule exams. Examinations may be taken any time during normal business hours at the General Aviation District Office, Helena, Montana.

(Continued from Page 1)

1. That the public airports in Forest Service areas cannot be isolated by other land-use developments to prevent normal maintenance of such airstrips, thereby causing a hazard and/or closure of such airports if they are isolated.
2. That Montana Flying Farmers are on record as being opposed to the FAA requiring mandatory flight plans for general aviation, but would strongly encourage filing voluntary flight plans VFR.
3. That Montana Flying Farmers are on record as being opposed to any fee being charged for filing flight plans for any VFR or IFR flights.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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